FREIGHTLINER CORPORATION
A DaimlerChrysler Company

Gary W. Rossow
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April 6, 1999

Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Attn: Jonathan D. White

99V-033-003 (01)

Subject: Information Report, FL-233

In accordance with Part 573.5, Freightliner Corporation herewith submits an information report for a new recall campaign to recall Freightliner trucks for a defect in vehicles equipped with certain tie rod ends manufactured by DANA Corporation. This recall was initiated by DANA (recall 99E-005).

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Attachment

Certified Mail No P335 662 614

DEFECT INFORMATION REPORT

DATE: April 6, 1999
FREIGHTLINER CAMPAIGN NO: FL-233

TO: Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Washington, D.C. 20590

99V-033.003 (02)

1. FROM: FREIGHTLINER CORPORATION
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

2. CLASSIFICATION OF VEHICLES: Certain Freightliner Custom Chassis Corporation (FCCC) manufactured step vans model MT35 and MT45. These vehicles were manufactured from approximately May 2, 1996, when the first shipment of defective parts was received, through approximately November 11, 1998, when the last defective part would have been used in production.

3. NUMBER OF VEHICLES POTENTIALLY AFFECTED: Approximately 512

4. ESTIMATED PERCENTAGE OF POTENTIALLY AFFECTED VEHICLES THAT CONTAIN DEFECT: Unknown

5. DESCRIPTION OF THE DEFECT: See the defect description on the attached letter from DANA Corporation dated March 18, 1999.

6. CHRONOLOGY OF PRINCIPAL EVENTS: Freightliner received a recall notification (see attached) from DANA Corporation on March 21, 1999

7. CORRECTIVE ACTION: Remove and replace the defective tie rod assembly.

8. REMEDIAL PROGRAM: The Freightliner Recall Campaign will be conducted as follows:

   Repairs will be performed by Freightliner dealerships, Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs.

   Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed as soon as possible, but not later than 5/19/99

   Dealer notification will be by first class mail and will be completed not later than 5/12/99

March 18, 1999

Mr. Dennis Rostenbach,
Fleet Service Administrator
Freightliner, Custom Chassis Corporation
552 Hyatt Street
Gaffney, SC 29341

99V-033.003 (03)

Dear Mr. Rostenbach,

Subject: Notice of Defective Tie Rod Assemblies-NHTSA Recall 99E-005

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Safety Act. Spicer Heavy Axle and Brake Division, Dana Corporation has decided that a defect which relates to motor vehicle safety exists in certain front axle tie rod assemblies sold to your corporation.

Defect Description:
In the affected assemblies the tie rod end can pull outboard and separate from the tie rod tube. This condition may occur as a result of improper thread engagement between the external male tie rod threads and internal female tie rod tube threads. Improper thread engagement plus the possibility of insufficient clamp load on the tube clamp present a possible risk to motor vehicle safety. Separation of the tie rod end and tie rod tube could result in loss of steering control. Loss of vehicular control could cause an accident without warning resulting in personal injury, property damage or both.

Models Affected:
The condition noted above is limited to 6,000 and 8,000 pound front steer axles assemblies produced between May 1, 1996 and October 31, 1997. Front steer axle assemblies part numbers affected by this notification are:
(1) 080BN207-4 Front Axle Assembly uses Tie Rod assembly 080TR109-3.
(2) 080BN209-1 Front Axle Assembly uses Tie Rod assembly 080TR109-2.

This notice affects only tie rod assemblies. Part numbers are as follows:
(1) **080BN207-4 (Tie Rod Assembly 080TR109-3)**
(2) **080BN209-1 (Tie Rod Assembly 080TR109-2)**

Service Procedure:
Tie Rod Replacement

1. Remove tie rod assembly from vehicle.
2. Install new tie rod assembly and torque left and right ball stud nuts to 80 lbs. ft.. If cotter pin cannot be installed, tighten the nut to the next opening on the castellated nut that will permit cotter pin installation - Do Not back nut off. Do not exceed 180 lbs. ft. maximum torque. Threads and tapers must be free of oil and other contaminants.
3. Install cotter pin in left and right ball stud nut and bend end of cotter pin over to lock position.
4. Grease tie rod ends.
5. Set front axle toe-in to 1/16 inch ± 1/16 inch. Toe-in should be set only by trained mechanics.

Setting Toe-In

Note: If electronic equipment is used to set toe-in the equipment must be calibration to insure accuracy.

The following procedure may be used to set toe-in when electronic alignment equipment is not available.

To obtain accurate reading, two mechanics are required to insure that the pointers are always placed or adjusted to be exactly in front of the line scribed on both tires. Toe-in is the amounts in fractions of an inch that the front wheels are closer together at the front than at the back (Figure 1).

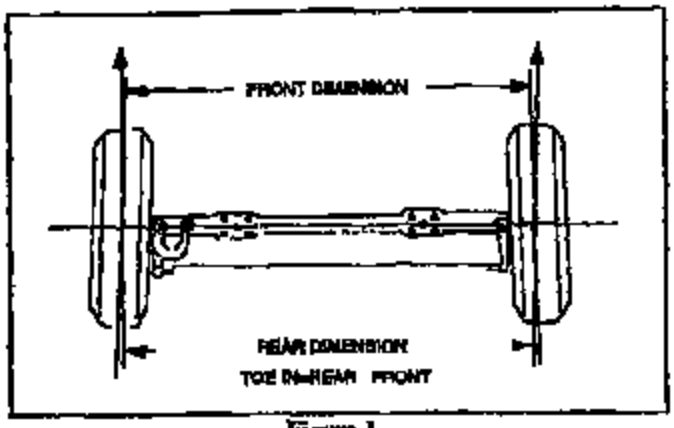

Figure 1.

Setting Toe-In

1. Block rear wheels.
2. Jack up the front axle.
3. Wipe off excess dirt and moisture from the center of both front tire treads complete 360 degrees. Use a piece of chalk or white spray paint to mark the center of both tires around the complete circumference.
4. Put a scribe or pointed instrument against the center of the whitened area of each tire and rotate the tires 360 degrees. The scribe must be held in place so that a single straight line is marked 360 degrees around the tire.
5. Put a floating radius gauge plate under each wheel. Lower the vehicle and remove the lock pins from the radius gauge plates to allow the front wheels to return to the normal operating position. If full floating radius gauge plates are not available lower the vehicle to the floor and roll it forward 12 to 15 feet to neutralize the front suspension. Neutralizing the front suspension is extremely important especially if the vehicle has been jacked up to scribe the tires; otherwise, the front wheels will not return to the normal operation position due to the tires griping the floor surface when the vehicle is lowered.
6. Set the sliding scale end of the trammel bar to zero (0) (Figure 2) and lock the scale in place.

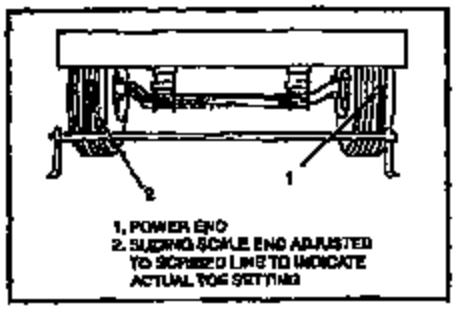

Figure 2.

7. Put the trammel bar at the rear of the front tires so the sliding scale that was set to zero (0) in step 6 is centered against the scribed line on one of the tires (Figure 2).
8. Adjust the pointer on the end of the trammel bar opposite the sliding scale so is lines up with the scribed line on the rear of the opposite front tire. Lock the pointer in place on the trammel bar.
9. Put the trammel bar against the front of the tires so the pointer end is against the scribed line on the front tire. Loosen and remove the sliding scale pointer on the opposite end of the trammel bar so it is against the scribed line on the opposite tire. Lock the scale in place (Figure 3).
10. Read the toe-in or toe-out on the sliding scale. If toe-in is correct, it will read 1/16 ± 1/16 inch.

If toe-in adjustment is necessary, use the following procedure:

1. Loosen the tie rod clamps that secure the tie rod ends in position in the tie rod tube.
2. Set the sliding scale on the trammel bar to read 1/16 toe-in.
3. Turn the tie rod tube to set the toe-in. After the toe-in is set, the sliding scale and the pointer should both be on the scribed line of the respective tire being adjusted.
4. Turn the steering wheel in each direction to center the steering linkage (if the vehicle has power steering, start the engine before turning the wheel). Make sure the front wheels are in a straight-ahead position (stop the engine) and re-check the toe-in setting. Make any necessary adjustments.
5. Repeat step 4 until the toe-in reading is 1/16 ± 1/16 inch.
6. Position and tighten the tie rod clamp nuts 70-85 lbs. ft..

> ▲▲Warning-When positioning the tie rod clamps check the clearance between the bolt and axle I-Beam at the maximum left/right turn position. Interference may restrict proper steering linkage movement and/or cause damage to the clamp bolts.

Parts Information:
Tie Rod assemblies will be shipped direct from Dana Corporation (included with the new tie rod assembly will be a shipping label for return of removed assemblies). Tie rod assemblies should be ordered from Dana Corporation using the Fax Form attached to this letter. Care should be taken to insure the order forms are complete, accurate and legible. If required, the Fax form may be reproduced locally.

Removed Parts Disposition:
Removed tie rod assemblies must be returned to Dana Corporation using the prepaid returned parts shipping label provided with the new tie rod assembly. The VIN identification should be printed on a paper tag and attached to each assembly being returned to the Dana Corporation.

Warranty Reimbursement:
Since tie rod assemblies for this campaign are being supplied on a "No Charge" basis labor charges should be submitted as a normal Warranty Claim. A $40.00 administrative charge will be allowed to cover receiving and return shipment of tie rod assemblies. This charge should be submitted on the Warranty Claim as "Administrative charge". The Administrative charge will be reimbursed upon receipt of the warranty claim and the returned tie rod assembly.

Labor Information:
Allowance to replace tie rod assembly and set Toe-In———————————————— 0.8 hours

Manufacturer/Distributor/Dealer Responsibility:
All vehicles subject to this campaign must be corrected at no charge to the owner, regardless of mileage, age of vehicle or ownership from this time forward. All inventory vehicles subject to this recall campaign must be corrected prior to sale, transfer or delivery.

SPICER HEAVY AXLE AND BRAKE DIVISION, DANA CORPORATION
P.O. BOX 2229, FORT WAYNE, INDIANA 46801-2229, TEL: (219) 483-7174, FAX: (219) 481-3115

99V-033.003 (08)

Every effort must be made to promptly schedule an appointment with each owner to repair his vehicle as soon as possible.

In the event Spicer Heavy Axle and Brake Division, Dana Corporation, has not provided replacement assemblies or proper reimbursement for this recall action a complaint may be filed with NHTSA. Submit complaints to the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, DC 20590 or call the toll free Auto Safety Hotline at (800) 424-9393 (Washington, DC area residents may call (202) 366-0123.

Very Truly Yours,

D. D. Thompson
Technical Assistance Representative
(219) 481-3380

SPICER HEAVY AXLE AND BRAKE DIVISION • DIVISION OFFICE

99V-033.003 (07)

Dana Corporation Component Part Recall 99E-005

Tie Rod Assemblies: 080TR109-2 AND 080TR109-3

Ordering Location: **Date:** _____

Name: _____

Address: _____

City: _____ **State** _____ **Zip** _____

Telephone No: ( ) _____-_____ **Person Ordering** _____

Ship To:

Same as above: YES _____ **(OR) No** _____ **If No-Ship To:**

Name: _____

Address: _____

City: _____ **State** _____ **Zip** _____

Telephone No: ( ) _____-_____

Part number/s ordered--Quantity--Vehicles covered by this request:

080TR109-2 _____ **PIECES OR 080TR109-3** _____ **PIECES**

VIN (Last 8 positions)	VIN (Last 8 positions)	VIN (Last 8 positions)

Tie rods will be shipped via freight to the address indicated above.

Fax this order form to the following telephone number:

Fax: (405) 671-8396

24 Hour telephone contact: **(405) 671-8350**
(Special Voice-Mail backup – Press "0" for assistance during the day)

Note: A copy of this order form will be returned to you with your new tie rod shipment.

Tierod21-2

SPICER HEAVY AXLE AND BRAKE DIVISION, DANA CORPORATION
P.O. BOX 2229, FORT WAYNE, INDIANA 46801-2229, TEL: (219) 483-7174, FAX: (219) 481-3115